



Hongkong Daily Press

DAINTY RIMLESS GLASSES
Will Please Lady
AND IMPROVE HER
EYESIGHT AND APPEARANCE
N. LAZARUS
OPHTHALMIC OPTICIAN,
22, Queen's Road Central, HONGKONG.

No. 19,492. 號二十九百四千九萬一第 日十初月十年庚戌 HONGKONG, FRIDAY, NOVEMBER 19th, 1920. 五拜禮 號九十月一十年九國民華中 PRICE, \$8 PER MONTH.

INTIMATIONS
JUST LANDED
SULLIVAN, POWELL &
CO., LTD.
EGYPTIAN
CIGARETTES
SUB ROSA No. 2.
SOLE AGENTS:
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Tel. No. 75.

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A large consignment of **ELBY'S**
SPORTING CARTRIDGES, 12, 16,
and 20 bore, loaded with the Sportsman's
favorite powders—E. O. and SMOKELESS
DIAMOND.
THE HONGKONG SPORTING ARMS
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19, QUEEN'S ROAD CENTRAL,
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FURNITURE AND PHOTO GOODS
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GLASS FRAMING, RUBBER AND
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Photographic Goods of Every Description
on Stock.
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FRENCH LESSONS
G. MOUSSON,
14, MERRICK HILL ROAD.

PEAK TRAMWAY CO.,
LIMITED.
TIME TABLE.
WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " 9.30 " " 15 "
9.30 " 11.00 " " 15 "
11.30 " 12.00 noon " 15 "
12.30 p.m. to 2.30 p.m. " 15 "
2.30 p.m. to 3.30 p.m. " 15 "
3.30 " 5.00 " " 15 "
5.00 " 6.30 " " 15 "
6.30 " 8.10 " " 15 "
Night Cars
8.50 p.m. to 9.00 p.m. every 30 minutes
9.00 p.m. to 11.30 p.m. every 30 minutes
11.40 p.m.
SUNDAYS
7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 " 11.00 " " 15 "
11.30 " 12.00 noon " 15 "
12.30 noon to 1.00 p.m. " 15 "
1.00 p.m. to 5.30 p.m. " 15 "
5.30 " 6.00 " " 15 "
6.00 " 6.30 " " 15 "
6.30 " 8.10 " " 15 "
Night Cars
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
times stated in the Company's time-table,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.
TIME TABLE
On and after TUESDAY, NOVEMBER 2nd, 1920, until further Notice.
(All previous Time Tables cancelled.)
DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
CANTON (at 11.15 a.m.)	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.

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NOMINAL VALUE 100 Francs.

PRICE OF ISSUE 100 Francs.

Interest payable twice a year on 16th June and 16th December.

First instalment due on 16th June, 1921.

SUBSCRIPTIONS WILL BE RECEIVED FROM TO-DAY up to the 25th November, 1920, free of commission and telegram charges, and the most favourable rates of exchange will be quoted for the payments made in local or any other currency.

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NEW 6% FRENCH GOVERNMENT LOAN.

BONDS of £100 each issued at par. Interest payable twice yearly, on June 16th and December 16th.

First coupon due on June 16th, 1921. Applications will be received from October 20th up to November 25th by the—

RUBEN-ASLATIO BANK.

R. RODGERS,
Manager.

Hongkong, October 15th, 1920. 1633

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Not Redeemable
PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 16th June and 16th December; first semi-annual interest to be paid on 16th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th October up to the 25th November next.

BANQUE DE L'INDO-CHINE,
7, MARSOT,
Acting Manager.

Hongkong, October 14th, 1920. 1632

THE COLONIAL BUDGET DEBATE.

CRITICISMS BY UNOFFICIAL MEMBERS AND GOVERNMENT REPLIES.

EDUCATION—WIRELESS—HOUSING—PEAK TRAMWAYS—AND OTHER QUESTIONS.

MR. POLLOCK AND MOTOR-CAR JOY-RIDING AT THE PEAK.

A meeting of the Legislative Council was held in the Council Chamber, at 2.30 p.m., yesterday. There were present:—

HIS EXCELLENCY THE GOVERNOR (Sir ROYAL EDWARD STUBBS, K.C.M.G.),
H.E. MAJOR-GENERAL F. VESTRIS, C.B.,
General Officer Commanding Troops in China.

Hon. Mr. A. G. M. FLETCHER, C.B.E.,
(Colonial Secretary).

Hon. Mr. J. H. KEMP, K.C., C.B.E.,
(Attorney-General).

Hon. Mr. D. W. TRAYNAM (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G., (Director of Public Works).

Hon. Mr. E. R. HALLIFAX, C.B.E.,
(Secretary for Chinese Affairs).

Hon. Mr. E. A. IRVING (Director of Education).

Hon. Mr. H. E. POLLOCK.

Hon. Mr. P. HOSKIN HOLYOAK.

Hon. Mr. E. V. D. PARR.

Hon. Mr. LAU CHU-PAK.

Hon. Mr. HO FOOK.

Mr. S. B. B. McLEOD (Clerk of Council).

ABSENT.

Hon. Mr. JOHN JOHNSTON.

The COLONIAL SECRETARY moved the second reading of the Bill intituled An Ordinance to amend the sum not exceeding sixteen million and eighty-four thousand six hundred and sixty-two dollars to the Public Service of the year 1921.

The COLONIAL TREASURER seconded.

HON. MR. H. E. POLLOCK.

The Hon. Mr. H. E. POLLOCK, K.C., said:—Sir, As the Senior Official Member on this Council, the duty devolves upon me of offering some general observations on their behalf on the Budget for 1921. I shall also, at the end of such observations, add a few remarks of my own; and my colleagues will doubtless desire also to express their own views on some of the items comprised in the Estimates.

In the first place, we regret to find that in two details, the present Draft Estimates are deficient as compared with those for 1920, namely, first, the absence of an Index of subject-matter at the end, and, secondly, in the leaving of blanks in regard to the higher Officers in the Chinese Secretariat on page 17 and in other Departments. We hope that these omissions will be remedied in the Draft Estimates for 1922.

I will now proceed, on behalf of my colleagues and myself, to deal with the Budget, keeping, so far as possible, for purposes of convenience, to the order in which Your Excellency dealt with them.

As regards the loss on rice, we have hitherto received a preliminary report only, and we are strongly of opinion that a final report ought to have been laid on the table of this Council for information long ere this. We trust that this omission will be remedied as soon as possible. We also trust that in mind in future and we would ask that, under similar circumstances, assistance will be employed by the Government from beginning to end.

With regard to the fact that over one million dollars short of the Estimates for 1920 were spent upon Public Works Extraordinary, we are disposed to attribute a part of that shortage to inadequacy in numbers in the Public Works staff. We would also earnestly press upon Your Excellency the absolute necessity for the prompt dealing with applications and plans which are sent in to the Public Works Department in regard to new buildings or alterations to buildings, seeing that delay in such matters not only retards development and progress, but entails the tying up of capital.

As regards the proposed increase of Stamp Duties, we trust that ample notice of the details of the proposed measures will be given to the public before it is attempted to pass such measures into law, and that any projected increase of Court fees and fees for Registration of Deeds will be referred to the Law Society for its views.

The Hon. Mr. PARR, with whose remarks we are in accord, will address the Council on the subject of the proposed increases in the fees for use of Government Buoys and for the medical examination of emigrants.

As regards Hawkers' licences, and the proposal to charge for excess water in the Rider Mains districts, the Senior Chinese member has some observations to make with which we are in agreement.

As regards the proposed Kowloon Ferry service and the proposed Motor Bus services at Kowloon, it is hoped that the necessary strengthening of the roads will be speedily put in hand, so that such improved means of communication may be started as early as possible.

With regard to the anticipated increase of traffic on the Kowloon-Canton Railway, it is our earnest hope that the Canton authorities will, during the coming year, maintain a strong Civil Government, and that the recent lawless epidemic of mili-

tarism, and violence will very soon wholly disappear, and that the various armed forces will be disbanded throughout Kwangtung and Kwangsi. We would also, once again, urge the paramount necessity for the speedy completion of the Canton-Hankow Railway, and also for the linking up of the Kowloon-Canton Railway with that Railway.

As regards the Cadet Service, we have no sufficient materials before us to judge whether the proposed scheme of payment of Cadets by seniority instead of by posts is desirable or not; and we should like to know what is the nature of the two strict efficiency bars which are referred to in Your Excellency's speech.

Whilst welcoming the increase in the personnel of the Police Force, we regret that there has not been a greater increase in the European section, and we are not satisfied that the proposed number of Europeans in the Police Force is sufficient for the growing needs of the Colony and for the adequate protection of its inhabitants from the criminal classes. We consider, also, that stricter supervision of the Chinese Detective Staff is desirable.

As regards the Prison Department, we are doubtful whether the proposed increases in the Gaol Staff are sufficient. The slight increase appearing in the Estimates seems inadequate to cope both with the Gaol proper and with the recently-opened establishment at Lai-chikok; more especially as we gather that the chain-gang is to be revived. The establishment of a separate Head for the Prison Department was one of the recommendations of the Gaol Committee, and we would suggest, as a corollary, that the Estimates of the Police and Prison Departments ought to be kept separately from one another in the future.

With regard to the new Gaol at Ngau Shi Wan (item 73 on page 56) we hope that the most ample room for expansion will be provided, as we consider that the ideal to aim at is to have that Gaol as the sole Gaol in the Colony, thereby concentrating the Prison and its staff in one spot and saving expense, and also releasing the central and valuable site of the present Gaol for other purposes.

As regards the deficiency in the European Education staff, the Unofficial Members trust that such deficiencies, which are retarding the teaching in our schools, will soon be remedied. We also consider that there are not enough schools in the Colony for the teaching of English.

With reference to the items on page 73, subsidies to schools in New Territories and Subsidies to Elementary Vernacular Schools in Hongkong, \$7,200 and \$10,000, respectively, we would make the following remarks:—

For years, Vernacular Education—the want of which has been keenly felt by the working Chinese who cannot afford to engage private teachers for their children—has received meagre attention and help from the Government, although it forms an important factor in British propaganda work and is the stepping-stone to English education so far as the Chinese population of this Colony is concerned. Without a fairly good grounding in their own language, the value and benefit of English education to Chinese youths cannot be so fully realized as they should be. At present the system of vernacular education existing in this Colony is supported by the charitably disposed Chinese, who, beyond a small subsidy or a small grant under the grant-in-aid code, receive scarcely any encouragement or help from the Government. The schools which they are maintaining afford shelter for two or three thousand children of the working class, who had it not been for such schools, would be thrown on the streets to swell the number of juvenile offenders. The present system has no permanent basis, and those who are running the schools may retire from the field at any time for want of support and encouragement. My Chinese colleagues suggest that the subsidies and grants should be increased, and free scholarships given so as to enable the best pupils to pass on to the Government District schools for a course of English education. When things were cheap and rents low, a grant of 3 or 5 dollars per head might be adequate, but now that everything has gone up in price the old rates ranging from 9 to 12 dollars ought, it is suggested, to be reduced.

With regard to the item on page 73 of Building Grants, \$150,000, we should like to be informed how such sum is to be apportioned between the different schools.

We are glad to hear that, at last, a Maternity Wing is to be built on to Victoria Hospital, and also that a Hospital for Europeans to relieve the pressure of the Government Civil Hospital on this side of the Harbour. We approve of the proposal to have wards in the latter Hospital in which private practitioners can see their own patients, and we hope that private practitioners will be given leave to treat their own patients in the Kowloon Hospital.

As regards the reconstruction of Queen's Statue Wharf, we would urge upon the Government the necessity for the new Wharf containing much greater accommodation for

tranches than the present one, and also that it should be constructed in a manner worthy of its surroundings.

As regards items 73 and 84 (on page 56) we should like to know whether the Government foresee the necessity for this work (which involves the expenditure of over a lac of dollars) at the time when the land was sold for reclamation at 10/- per acre, and if this is the case, the price for such land, we think it ought to have been foreseen. As regards item 84 we should also like to know whether the sum of \$60,000 for the construction of the water-bus dock at Lai Chi-kek will complete that work.

Whilst warmly commending the Government (and especially the Acting Colonial Secretary) for the steps which have been taken for the provision of additional housing accommodation at the Peak, the middle levels, and Kowloon, we have the following criticisms and remarks to make, numbered 1 to 3, respectively:—

1.—We trust that the Government will strictly enforce the penalties for non-completion by due date of all houses and flats towards the erection of which the Government has advanced money.

2.—We regret that it has not been found possible in the distribution of the million dollars in loans for persons who are building for their own occupation, as we consider that owner-occupiers are worthy of every encouragement by the Government, and we venture to express the hope that it may be found possible for the Government shortly to set apart (possibly out of the proceeds of sale of the old Post Office site) a sum of \$300,000 to assist persons to build houses of modest type and reasonable cost for their own occupation, provided that proper security is given.

3.—In regard to building development in the neighbourhood of Wanchai Gap, we notice with astonishment that the Hill Tramway to Wanchai Gap, for the construction of which a sum of \$150,000 was inserted in the Estimates for 1920 does not figure at all in the Estimates for 1921, and we are at a loss to understand the reason for the omission, as obviously a tram from the low level station to Wanchai Gap is an indispensable preliminary to the development of the Mount Cameron District, which cannot be effectively opened up by motor roads only. We presume that the Government has had a survey made of the route of such projected tramway and a rough estimate of the cost thereof, and we should be glad of information on these points.

In your Budget speech of last year (at page 90 of "Hansard" for 1919) your Excellency referred to this subject as follows:—

"If it has become very desirable to open up new sites for residences in the Hill District. The only part of that District so far entirely undeveloped is Mount Cameron, and provision is made under item 17 for beginning the construction of a Tramway to Wanchai Gap which will provide a rapid means of access both to Mount Cameron and to the hills between Wanchai and Magazine Gaps."

4.—We are disappointed to find no reference in your Budget speech to any negotiations with the Military Authorities for the release of the Military lands on Nathan Road, Kowloon. As has been pointed out more than once, sites on that road which are eminently suitable for residences are being occupied by stables for mules.

5.—We hope that the Government will do everything in its power to expedite the speedy commencement and vigorous prosecution of the Praya East Reclamation.

6.—We trust that the extension of the Ho Mun Tin Colony and the development of the area of land at Kowloon Tong on Garden City lines will be pressed forward by the Government.

7.—We also trust that the Government will give its assistance to the Kai Tak Reclamation scheme by pressing on with the inauguration of the Kowloon East Ferry Service and the Motor bus service to Kowloon City.

With regard to the question of whether there is a shortage of houses in the Colony, there are no houses, so far as we are aware, to let for European occupation in any part of the Colony south of Coronation Road, and it is a well-known fact that the Hotels are so full that passengers arriving here by large steamers are frequently compelled to stay on board.

As regards the City Expansion of the Colony, we are very glad to note from indications in Your Excellency's speech that the Military Lands Question has taken a decided step forward since the matter was debated in this Council on 29th January last, and we earnestly trust that the Military Authorities will continue to co-operate heartily with the Government of this Colony in expediting the procuring for the trade of this Colony, by which we all live, a much needed area for expanding our office and business accommodation.

In connection with Harbour Development, we are glad to extend a welcome to Sir Maurice Kinnaird, and we hope that his investigations here may result in important developments of the shipping facilities of this Colony.

As regards commercial wireless, we would ask Your Excellency to appoint a small Committee (which we would suggest should consist of the Colonial Secretary, an Unofficial Member of the Council, and the Commodore or an Officer deputed by him) for the purpose of discussing and reporting on the feasibility of utilizing the Stonecutter's Island installation for commercial messages during certain portions of the 24 hours, whilst paying due regard to the necessities of His Majesty's Service.

As regards our finances generally, we would once again urge that it is not fair to the present Colonists that the entire cost of Public Works of a permanent character should be paid for out of current revenue, and we would advocate that short Loans should be raised for such purposes.

So much, Sir, for the united views of my colleagues and myself on the subject of the Budget.

I am now going to add a few remarks of my own, in which my colleagues do not concur, in regard to one item in the Budget, namely, the proposal to make the motor road from Magazine Gap to Chamberlain Road.

In the first place, Sir, I venture to question the necessity for this extension because all those who are living in the neighbourhood of Chamberlain Road can easily take the Tram down to the lower Tram Station, and from there they are in touch with all the other parts of the Colony which are accessible by motor. One argument which I have heard against this contention of

mine seems to be too paltry for serious consideration, namely, that the motor-owner, whether he goes east or west, will have to spend ten minutes in travelling through China Town. Another argument which I have heard used is that it will be much pleasanter to travel from the Peak to Chamberlain Road via the new projected road, entirely on the high levels, instead of starting from below. This argument, though better than the last one, does not, in my opinion, justify the making of an expensive road, while we have in this Colony other urgent public matters requiring not merely the expenditure of revenue but also the services of our none too large Public Works staff.

Next, Sir, I take the objection that this proposed road is not desirable. First, on the ground that it will destroy one of our greatest assets at the Peak, namely, the absolute quiet which we enjoy at night. If, as I understand to be the case, it is proposed to continue this road ultimately on through the Mount Kellet Gap down to Pokfulam Road, we are faced with the possibility of a fine procession of joy-riders at the Peak at all hours of the day and night. And, even if you call a halt at Chamberlain Road, you cannot prevent anybody who can afford the hire of a car from going up to the Peak on a fine moonlight night, as I presume that the Government does not intend to put up a turn-pike and to issue passes to Peak residents only.

And now I come to my second ground of undesirability which I consider most important, and that is the question of safety of the children living at Magazine Gap and the Peak. The proposed route of the road lies through Magazine Gap itself, and along the Craignin Road to Craignin West, and subsequently it has to squeeze its way through the small gap between "Cheltenham" and "Balgownie," and then to run for some distance along the present road past the Peak Church, which road is the approach to the Peak school for all children going to that school. And the question which I wish to put is: Why should we wastefully and unnecessarily introduce a new danger for children living at Magazine Gap and the Peak by building such a road?

I notice that tenders are now being invited for the construction of this proposed road, but I venture to hope that Your Excellency, before sanctioning the acceptance of any tender, will carefully seek for the correct answer to these two questions:—

1.—Is such a road really necessary for the purpose of giving to Peak residents access by motor to other parts of the Colony?

2.—Is such a road desirable, having regard to the danger which it will bring to children at Magazine Gap and the Peak, and having regard to the fact that it will destroy the present priceless peace and quiet at the Peak?

MR. LAU CHU PAK.

The Hon. Mr. LAU CHU PAK said:—Your Excellency, on behalf of my Chinese colleagues and myself, I beg to offer a few observations on certain items in the Estimates. In our opinion, and that of most of those whom we represent, the reduction in the number of Hawkers' licences, which is intended to save the Police trouble, will more likely have an opposite effect, inasmuch as in addition to looking out for unlicensed hawkers, they will have to devote more time and attention to watching the movements of the unemployed and the vagrants whose ranks will be swelled by those who fall to obtain licences for hawking as an honest means of earning their livelihood. The Chinese population has in recent years grown enormously and will, so long as political disturbances across the border periodically crop up, continue to grow, so that the number of licences for hawking needs to be increased instead of being reduced. From the Chinese point of view, it is more in accordance with righteousness to give a man a few dollars as capital for hawking so as to enable him to gain a decent livelihood than to leave him unemployed and drift into the ranks of vagabonds. I think the objections to hawking would be minimized, if the licences were issued in each district and increased or reduced as they may be in proportion to the number of people residing therein. The licences may also be classified, so that, in the vicinity of markets, licences for selling only commodities other than market products would be issued. In view of the fact that the Chinese community considers it exceedingly hard on a poor but honest man to be punished for trying to gain a livelihood by honest means, not because he defies the law by refusing to pay for a licence, but because he is denied one when he willingly offers to pay for it, we hope the Government will reconsider its decision from a more sympathetic point of view. Any rate, all those who are at present holding licences should be given new licences, and an extra number should be given to new applicants in proportion to the increase in the population. As regards the two thousand licences which it is proposed to abolish, we should also like to know how it is to be done and whether steps will be taken to prevent possible abuses in connection with the issue.

A MATTER OF EQUITY.

Water Supply and Meter Bounties.—Under this heading, it is proposed to charge for excessive use of water in the rider-main districts. It may not be out of place to recall what really led up to the introduction of the rider-main system. The system was asked for as a concession from the Government by the Chinese residents and they paid the cost of its construction, which amounted to more than \$1,000,000. The conditions under which the Chinese live here, today, are the same as they were seventeen years ago when the system was introduced. Their houses are almost all let out by floor, and in many cases a floor is sub-let to several families. The ground floor occupied by shopkeepers and tradesmen uses more water than the tenants of the upper floors. Will a meter be fixed on each floor or a meter on the ground floor only, to serve for the whole house? If so, how will the charges be equitably apportioned amongst the different floors or the different families, as the case may be? And who is to be held liable for payment, when one floor becomes "watered"? If the landlord is to be held liable for everything, how is he to recoup himself? If he allowed simply to add what he likes on to the rent and is such addition, if counted as rent, again taxable? These reasons, together with several others, have, seventeen years ago, laid before the Government by the Chinese community with the request that the rider-main be substituted for the

meter system and the Government granted the request on condition that they contributed to the cost of its construction. Practically speaking, it was in the nature of a contract between the Government and the Chinese houseowners. Now, after so many years, in spite of the fact that the Chinese had until recently suffered much hardship from short supplies and that they had been made to spend so much money, they are to be charged for what is essential to good health and cleanliness in their narrow and crowded quarters. Have those who have originated the proposal to charge for excessive use of water in the side-main districts weighed well every condition, under which the population of these districts live, of whom the working class preponderates, and have they thought out equitable means of dividing the charges, so as not to increase unnecessarily the cost of living and to cause endless disputes between owners and tenants between tenants and tenants? The Chinese consider that the proposal, if carried into effect, would constitute a breach of contract on the part of the Government.

SOCIAL BARRIERS.
Education.—On this subject, sir, we should like to make a few remarks. British education in this Colony, which has during the past 75 years, steadily branched out all over China, has in an indirect way served as a part of British propaganda work, and, as such, it should have been so conducted as to gain the good will and affection of all those whom it was intended to enlighten and whose cooperation it aimed at procuring in order to further British interests. Perhaps in the opinion of those in whose hands the work has been entrusted it has already been so conducted, but the result, as we have seen and experienced both here and elsewhere in China, is hardly commensurate with the efforts and time expended. At any rate, it has not been so successful as the efforts of other nations who came into the field at a later date. It is true that appreciation of the facilities afforded by the British authorities and missions for giving a modern education is found wherever British influence prevails, but somehow or other there seems to be a lack of mutual sympathy and support between the British residents and the Chinese. For instance, to-day, as the metropolis of China, where most of the Chinese students educated abroad have gathered since their return, what forcibly strikes a visitor who takes any interest in the subject is that, except those who went there from Hongkong or returned from England and who returned students have formed themselves into groups working heartily in sympathy with and in support of the country from which they derived their education. The nationals of those countries from which the students came back also mingled freely and fraternally with the students and also with the Chinese merchants who have business dealings with them—a thing that is seldom, if ever, experienced here. Now is it that the Chinese educated in Hongkong and in Great Britain behave so differently? This question we have put to many of our compatriots, and, although the answers were more or less evasive, they all pointed to one factor, and that is a want of mutual sympathy and good fellowship between the Chinese and those from whose country they receive their education. Even in this Colony, the centre of British influence and British enlightenment, there exist social barriers between the rulers and the ruled, which give rise more to mutual distrust than to the mutual confidence which is all-important for breeding mutual sympathy and understanding. The same condition prevails on the mainland of China, where the two peoples meet on more or less equal footing. This state of affairs is most regrettable, and we venture to believe that it can be removed by closer intercourse. Now that we have a University among us, we hope that its growth will be nurtured with such care and a liberal spirit as will materially help the ends of British propaganda work.

HON. MR. HOLYOAK.

The Hon. Mr. HOLYOAK.—Your Excellency, the various questions raised in connection with the Finance Bill under discussion have been so fully and ably dealt with by my colleague, the Senior Unofficial Member, that it is unnecessary for me to elaborate, or discuss at length, more than one or two points. I am in entirely in sympathy myself with the comments of the Senior Unofficial Member on the subject of hawkers' licences, and cannot help feeling that during the past twelve months the Police prosecutions of juvenile offenders almost took of the nature of persecution and, if they have not already done so, are tending to the development of juvenile criminals, with whom, under present circumstances, we have no adequate method of dealing. With your permission, I should like to deal for the moment, first of all, with the important question of British education in China and in Hongkong, which I deem one of the most vital questions before us to-day. At first you may feel inclined to call me to order in naming China in connection with a debate which is of more direct interest to Hongkong, but in reality the problems are absolutely inseparable from the interests of both—aren't they united and inseparable so far as education is concerned. You will have seen in the report of a very interesting discussion which took place a fortnight ago at the Shanghai conference of the British members of Commerce, which dealt at great length with the whole question of British education in China and in Hongkong. You will read of the proposals to establish a British University in the Colony which it is not proposed in any way to make competitive with the University here. We studied this question sincerely and earnestly, and we are convinced that neither the University in the North, nor the Hongkong University, can be fed and maintained without a system of secondary education and many schools provided in different parts of China. I do not think we can solve the two problems; they are also imperial interests. It was felt and strongly in Shanghai, and it is my conviction—and I know the conviction of the Chamber of Commerce in Hongkong is becoming in this that we must go further than providing elementary education. We must clearly realise that not

only the Hongkong University, but the University to be established in Peking should be regarded, not as the ultimate end in view, but as a means to that end. We should pass on students from these Universities for final education in our home universities. I say this because it is a well-known fact in the North that our American friends with their zeal, which we all admire, have established schools and universities with this end in view. Already they are returning students who life becoming an increasing power in the North. I am not here to criticise their methods. I represent to the full British interests, and I contend we cannot fulfil our part, either in China or at home if we do not realise that we have to provide sufficient funds out here to establish and maintain an educational link which will be inseparable from our home universities, so that we will have a succession of British students returning, who will believe that the first engineering works in the world are British, that the finest products are British, and that the finest public schools are British. There is room for competition between us all and we must work, if I may say so, with friendly rivalry and cooperation. It was for this reason, Sir, we welcomed very particularly, as a beginning, the grant to Holy Trinity College, Canton, which we will vote and which is the beginning of such an outline of education as I have emphasised. I am quite certain that the burden is too great for either China or Hongkong and must be supported by imperial grants. Subscriptions will be raised but I am firmly convinced that the Imperial Government will come to our assistance.

You, yourself, Sir, have referred to the fact that the schools here are seriously understaffed and that so far it has been impossible to find suitable candidates to fill the vacancies. We should like to know whether it is not a fact that this is not entirely due to war conditions, but to the fact that the salary offered is not sufficiently conducive to attract suitable candidates. We impress upon you the necessity for filling these vacancies at the earliest moment.

In connection with the Police Department, we have noticed with interest the proposal to establish a training school in connection with the new goal in the Kowloon Reclamation site. We should like to impress upon the Government the importance of training Police officers who can satisfactorily handle the traffic of this place, which is of growing importance.

Anyone who has been to the North, in Peking or Shanghai, comparing the system of motor traffic we have in force here with that which obtains even in Peking to-day, will recognise that the system which obtains here is yet in its infancy, which obtains here is yet in its infancy. We welcome the vote made under the heading of Government House extensions. I myself have previously referred to the condition of Government House in this Council, but owing to war conditions it was not possible then to ask for a vote. We are glad that it is possible now to bring Government House more into conformity with the dignity of the Colony. Personally, I like to see added to your garage a suitable limousine for the conveyance of your guests in a manner worthy of the dignity of the Colony.

I now come to the question of finance in regard to public works. I am well aware that the Colony is free of debt and that for years past great works have been carried out out of current revenue. But I do commend, and as you have learnt from the Senior Unofficial Member, we are agreed that necessary works have been held back in the past. The policy is not sound. I suggest for your consideration that large public works which are necessary to the growing development of this Colony—which, in my opinion, is yet to come—we must take large views of the future, in connection with dock developments and the harbour developments which will possibly be recommended by the expert, whom we welcome amongst us to-day. These works must be carried out on the principle of debenture loans, raised locally and redeemable year by year, and possibly by premium loans with which our Chinese friends are well acquainted. By such means development would take place more rapidly than it otherwise would.

I have looked in vain for any reference in the estimates to the wireless station for Hongkong. This subject was also discussed at the conference at Shanghai. It has long been felt by the Chamber of Commerce here that the facilities we have in Hongkong are inadequate, compared with the facilities in Manila and Shanghai, and is only at our disposal through the courtesy of the Admiralty for any commercial purpose. We have had to rely on occasions upon Manila for current prices of stocks and commodities and we feel we cannot too strongly emphasise the importance of having a wireless station in a Colony like this where shipping is the life-blood. We must have a wireless station which can pass on messages to reach London within a reasonable space of time. We hope, Sir, you will make these representations to the Imperial Government in connection with the Imperial Wireless scheme under consideration.

In conclusion, I would like to refer to the impending retirement of the Director of Public Works, because this is the last we will see of him. I do not feel competent myself to refer to the many years of loyal and distinguished service he has rendered to this Colony. Many of the magnificent buildings which impress everyone who lands on these shores, and the roads which we see equalled in any part of the world, are standing testimonies to him. In parting, we would wish him all the happiness and health in the retirement to which he is justly entitled. I also wish to thank the Colonial Secretary and the Secretary for their invaluable services to the Colony.

The Chamber of Commerce especially in its relations with the Colonial Secretary's Department has appreciated his untiring

efforts, and zeal, often under trying conditions. This Colony is grateful, and we wish to show it by a tribute to their services. We wish them a pleasant voyage and holiday at home. (Applause.)

HON. MR. PARR.

The Hon. Mr. E. V. D. PARR said:—Following the remarks of my unofficial colleagues, I think the most striking feature of the Budget is the proposed expenditure, exceeding the estimate for the current year by some \$5,500,000 in spite of the expected decline of some \$2,000,000 in the opium revenue. It has been further proved during the year that what I said at this Council meeting this time last year on the diminishing opium revenue is as true to-day as then. The result of the British Government relinquishing its control of this traffic and handing the revenue, multiplied 100-fold, to the resourceful smuggler, is the additional work put upon the shoulders of the Police Force in their endeavour to deal with this most intricate, complicated and profitable traffic. It has probably cost the Government, which extra expense the long-suffering ratepayer has to pay for and, at the same time, make up the deficit in revenue. Some 17 or 18 years ago, when the incoming Liberal party went to the elections of Great Britain on (amongst others) the subject of opium, I recall a conversation with a merchant in this city, and he saying to me: "Believe me, Mr. Parr, no one will ever prevent the Chinese smoking opium, no more than they will prevent a Britisher drinking beer." A series of nearly 40 years has proved what that gentleman said to me then, so far, to be correct. The whole question has served as a convenient political "plank," and the state of affairs is a thousand times worse to-day than it was then, as a consequence. So long as China continues to grow the poppy (and we still read of whole districts under its cultivation) and so long as the smuggling of opium appears to be on the increase in China, I shall continue to urge that the only way to combat the smuggling is for the import of the drug to be controlled by the British Government, as necessary.

As a member of the Public Works Committee I can vouch for the fact that a considerable amount of useful work has been done in the privacy of that Committee since its re-arrangement on the lines proposed by your Excellency last year, and it may be of interest for me to state that in considering the past year's estimates for new roads our aim and object has been to open up new building sites along the routes of public works as much as possible. We urge the Public Works Department to bear in mind during the year the necessity for encouraging as many contractors as possible to start and carry on business, so as to keep down the pre-arrangement of prices and to help the supply to meet what is expected to be an increasing demand in this respect.

I also agree that the Government bear in mind the expediency of making up deficits by short term loans in local or sterling currency with adequate sinking funds, thus equitably distributing the payment of that development more especially benefiting the community. Our northern neighbour, Shanghai, has recently been successful in floating a 5 per cent. sterling short time loan of \$750,000, this money to be used to pay for stores received from Home. I believe this Government would find no difficulty in raising a similar loan or loans at any time of need and that this expediency should be carefully considered before increasing taxation to any large extent. While it is sound policy to speed on development, it is important to remember that the prosperity of the Colony rests on its lightness of taxation in order that the port may remain a cheap distributing centre of trade, if possible, a little cheaper than any rival port or future.

I notice on page 8 of the Draft Estimates that the scale of fees for the use of buoys is to be revised and I would respectfully point out that when these buoys were appropriated by the Government from the Shipping Companies—in many cases at one-third of their cost value—they were handed over on the condition that the tariff should not be used as a Government revenue-making concern, but that the fees should be regarded as a gift to give a fair return on the outlay. We therefore, view with grave concern the Government's proposal to increase the tariff from \$75,000 to \$25,000, as the former figure is already well known to give a handsome profit on the outlay. We shall be glad to know if the representative Shipping Companies concerned have, through the Chamber of Commerce, been consulted in this matter. We further wish to point out that any increase in the charges of the port such as this, emigrant fees, etc., is a similar charge to rival ports, bearing ultimately upon the trade and continued prosperity of the Colony.

We trust that the proposal for the military to give up the ground around Murray Barracks for building purposes will mature without delay so that these much-needed development schemes may be put in hand and expedited as much as possible. I personally am in favour of spending a large sum of money in continuing the Peak Tramway to the Queen's Road level as such an alteration will only serve to render more expensive still one of the already most expensive tram services, I suppose, in the world. The lower tram station has done very well where it is for some 30 years, and this valuable ground can be put to better public use and the money spent to better public advantage than in continuing the tram line to the lower level. The road will, no doubt, be widened as it is already the most extensively used road by motor vehicles in the Colony. Broad pathways will no doubt be made for chair traffic and pedestrians.

The necessity for more recreation grounds for a growing young community as this Colony mostly consists of, is being felt more every year and I submit, Sir, that the solution of this increasingly important matter is that a large space of spaces be levelled and situated at Kowloon in the more easily get-at-able districts on this side of the hills and that such spaces be served by cheap ferry and tram services. I think I am voicing the sentiments of the general public (British, Chinese, and all denominations alike) when I say that while the Government may be blamed for too little attention in this direction, the importance of the matter so far as it affects the public welfare cannot be over-estimated.

It is a great tribute to the efficiency of the Police that we have had such a clear record as regards crime recently, in view of the disturbed state of affairs in the neighbourhood of Shanghai. I may say, too,

that the introduction of Diaphanous and Wireless Position Finders will be much appreciated by the Shipping community using the port. It is right the Colony should lead the world in this and other developments and it is hoped the Chinese Authorities will in due course institute these improvements along the China Coast, well known as one of the most crowded shipping thoroughfares of the world and at certain times no frequent seasons of the year one of the most prevalent to dense fogs and adverse currents. I again reiterate what my colleagues have pointed out before in this Council with regard to the linking up of the Canton railway with the Kowloon line. It seems strange indeed that the vast potentialities of railway development in south and central China, do not apparently seem to be realised by the Chinese Authorities. The recent political troubles around Canton seem to have postponed indefinitely any solution of this all-important business for the welfare of the country. We trust that the Kwangtung and Kwangsi factions will adjust their differences speedily and settle down to carry out their duties and great responsibilities. I should like to see a Government Propaganda Department started. It has been remarked upon to me on more than one occasion by new influential arrivals from Home that the average man in the British Isles has no conception of what this output of our Empire consists of at the present time, converted as it has been in the course of some sixty years by British enterprise from a fever-stricken and swampy barren island to a busy thriving commercial community. Thousands of millions of money have been spent and millions more are being spent on the development of the Colony and it should be the privilege and duty of all to make these things known at Home and around the Empire where they may not now be appreciated and when they can help on the good work in any way by so doing.

I cordially agree with what the hon. member for the Chamber of Commerce has said about our Director of Public Works, the Hon. Mr. W. Chatham, C.M.G., who has every right to feel proud of having successfully carried out during a long and honourable career a fair proportion of this great work. In referring him, the Colony's thanks we wish him a long and happy retirement in the Old Country.

We would also respectfully offer our congratulations to your Excellency on your administration during the past year. I endorse the remarks of the Hon. Mr. Holyoak regarding the Colonial Secretary, the Hon. Mr. A. G. M. Fletcher, C.B.E., and wish him as pleasant a holiday in England as it is well-earned and deserved. In these remarks we include the Hon. Mr. Hallifax, the General Secretary for Chinese Affairs.

THE COLONIAL SECRETARY'S REPLY.

The Colonial Secretary.—Sir, I must open my remarks with an apology in respect to the first point raised by the hon. member, representing the "Justices," who drew attention to the matter of the under-employment of the staff of the subordinate officers' salaries and, were unable to find time to compile the index. With regard to page 17 I am not quite sure that I understand the reference made by the hon. member in the absence of the names of the Heads of Departments. They are included in the list on page 15 and it will be seen that the Secretary for Chinese Affairs is one of four officers at the top.

The Hon. Mr. POLLOCK.—My point, Sir, is that they should appear under the department heading.

The Colonial Secretary.—The hon. member referred to the question of the rice transactions and suggested that the report ought to have been laid on the table long ago regarding the final winding up. In the first instance the auditing and checking, etc., has not been long completed and we have also been waiting for discussions in connection with the matter on the Supplementary Appropriation Bill which is to be considered, this afternoon, in the Finance Committee. I think his strictures as to expensive experience and lack of expert advice and assistance are somewhat undeserved. With regard to the expense we bought about \$3 lakhs of rice and on that the total loss was approximately \$7 lakhs, and I venture to say that the figures of most individual merchants in this Colony will make no better showing in respect of the same transaction for the same period. It must be remembered we were forced by circumstances to buy on a rising market in order to steady the price and we were quite unable to sell until there came a falling market and the prospect of obtaining future supplies. With regard to his point in connection with the inadequacy of the Public Works staff, His Excellency referred to this at the last meeting, and pointed out that we were employing some local firms, and if this experiment proves satisfactory and if it is necessary, the number will be increased. With regard to the same it is the intention of the Government to give full notice to all parties interested of any proposed extension of this experiment. The hon. member mentioned next the strengthening of the roads in connection with the proposed motor bus services at Kowloon. This is arranged for under Public Works Extraordinary. Page 85 of the Estimates, where a sum of \$100,000 is set aside for this purpose. There is also an additional sum for the New Territory Roads and for the improved service as far as Lai-chikok, which will be the terminus of one branch of the service. His Excellency expressed the hope that the Kowloon-Canton Railway will be linked up with the Hankow stage and there is hope that as soon as things settle down in Canton a speedy solution will be found. He then referred to the question of European Police and said the force was not sufficient for the protection of the population from the criminal classes of the Colony. I may say that the Police cost money, and the European Police cost a very large sum indeed. It will be seen that the increase this year is from something like nine lakhs to thirteen lakhs an increase of \$400,000. The hon. member has produced no facts or figures to show we are not well protected. I think it is a great tribute to the efficiency of the Police that we have had such a clear record as regards crime recently, in view of the disturbed state of affairs in the neighbourhood of Shanghai. I may say, too,

(Continued on page 5.)

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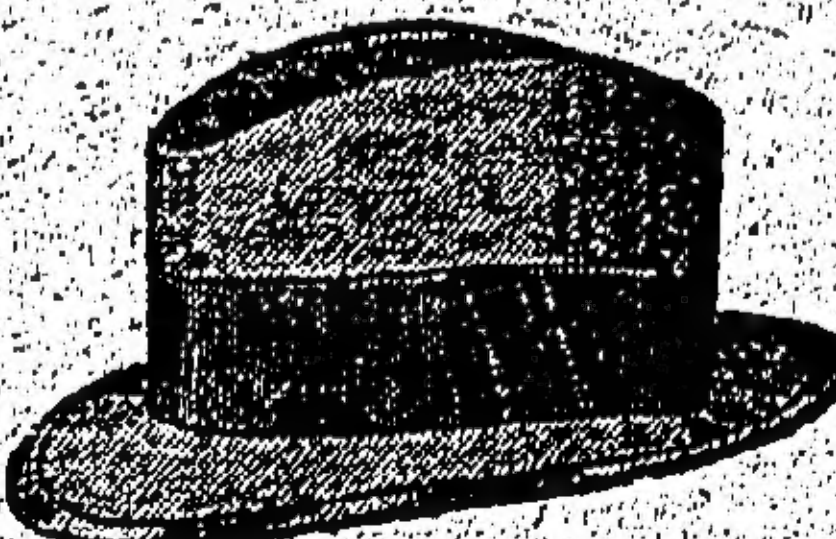
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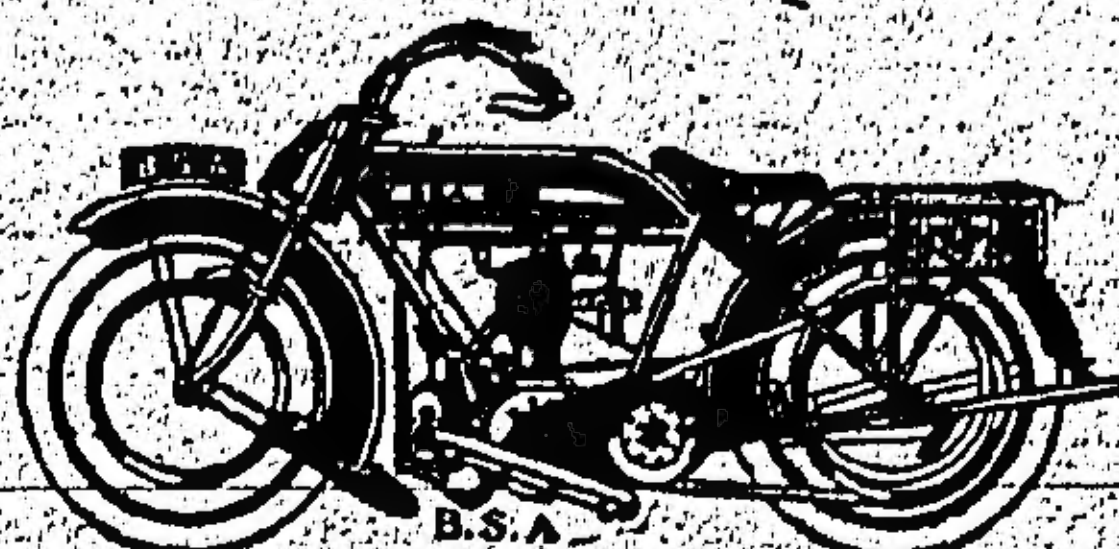
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Scottish Six Days' Motor Cycle Reliability Trial, 1920.
There were 94 starters in this Trial. 7 rode B.S.A. standard motorcycles, 72 rode other English makes, and 11 rode well-known American machines. Two kinds of Three-Wheelers and as Light Car were also represented.
B.S.A. won Team Prize also Four Gold and Three Silver Medals. The four B.S.A. entrants that were awarded Gold Medals lost no marks whatever, the other three that gained Silver Medals only lost one mark each.
It is generally admitted that a motorcycle which is successful under the strenuous and searching conditions of a Six Days' Reliability Trial can be thoroughly relied upon for good service under all circumstances.
The B.S.A. secured the chief award, the Team Prize, in both 1919, Auto-Cycle Union and 1920, Scottish Trials.

A SMALL SHIPMENT OF B.S.A. MOTORCYCLES HAVE JUST ARRIVED.

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B.S.A. CYCLES LTD., SMALL HEATH, BIRMINGHAM

QUESTIONS AT YESTERDAY'S COUNCIL

THE FORM OF FINANCIAL RETURNS.

The Hon. Mr. H. E. POLLOCK, K.O., in accordance with notice given, asked a series of questions to which the Government replied.

Questions and the answers made to them by the COLONIAL SECRETARY are appended.
Q.—In view of the fact that the Government have been able in 1920 to issue Financial returns monthly, instead of at times with more than one month's receipts and payments grouped together, will they give the usual total receipts for January, February and March, 1919, also those of December, 1919, which have not been published, in order that some comparison can be obtained with the 1920 figures?

A.—The figures are:—January, 1919.—Revenue, \$1,808,959.60; expenditure, \$886,879.00.

February, 1919.—Revenue, \$1,229,536.70; expenditure, \$733,971.53.

March, 1919.—Revenue, \$1,908,147.23; expenditure \$1,266,103.29.

The figures for the three months were published together owing to the irregularity of the mails which brought the Crown Agents' accounts for the three months within a very short time of one another.

For December, 1919, the figures are:—Revenue, \$1,343,985.64; expenditure, \$4,851,816.55.

Q.—As the publication of the monthly cash account some three to four months later detracts considerably from its value, and in view of the fact that the Imperial Government is able to issue its Statement within a month after date, cannot some improvement be instituted (possibly by standardizing the means and obtaining Crown Agents' London figures by telegraph for incorporation) whereby the publication can be made within the month following?

A.—It is unfortunately impossible to publish accurate accounts until the Crown Agents' monthly figures are received and for them to telegraph the exact figures of £ s. d. under each head would involve expense out of all proportion to the benefit secured. The prolonged delays which have occasionally occurred in the past have been due to the irregularity of the mail service. It is hoped that when a normal service is restored the delay in publication will be materially reduced.

Q.—Whereas the monthly financial return merely gives the receipts and payments in one item respectively, which is the minimum of information which can be produced, and as the Government doubtless keeps its accounts in the form of the Financial Returns for the year, cannot a Monthly Account be published to enable the officials and public to follow the returns intelligently on such lines as follows, e.g.:—

Items of receipts and payments under their separate standardised heads in columns reading:

- 1.—Estimated Receipts 1920.
- 2.—Receipts to date.
- 3.—Receipts to same date previous year.
- 4.—Receipts for same month previous year.
- 5.—Receipts for current month, with similar information on the other side respecting payments closing with the balances brought forward and carried forward to complete the account.

A.—Something of the kind shall be done. The exact form of the return will need a little consideration.

LOANS FOR HOUSE BUILDING.

Q.—With regard to public money, authorized to be lent at a low rate of interest in order to further the building of additional housing accommodation, will the Government cause a statement to be published annually in the Blue Book, giving particulars of the amount advanced by the Government, interest charged, accommodation to be provided, approximate rentals, and security given for the fulfilment of contract and also terms of repayment and the names of the borrowers?

A.—The Hon. Member's suggestion has been carefully considered, but the Government has come to the conclusion that it would be undesirable to publish such a statement. Of course, any Hon. Member who desires information on these points for his personal use will be supplied with it.

Q.—Having regard to the fact that owner occupiers are undoubtedly a great asset in any community, will the Government set aside a sum of 300,000 dollars out of revenue for the purpose of making advances at a low rate of interest to persons who are desirous of building inexpensive houses for their own occupation?

A.—It was found, in connection with the loans which were recently made, that the chief obstacle to the building of small detached houses was the lack of suitable sites convenient of access. The only enquirer who was willing to go far afield has been granted a loan for the purpose of building a residence at Fanling, but for the most part applicants expected that land would be found for them at a nominal rate in the most central districts. The Government has under consideration various schemes of development, which include the provision of inexpensive land and houses on the outskirts of Kowloon. In the meantime it is considered inadvisable to increase the already large sum locked up in advances for house building.

THE BATHING BEACHES.

Q.—Having regard to the popularity of the Bathing Beaches at North Point and Kennedy Town and to the fact that these areas are in danger of being required for various purposes in the near future, will the Government, before selling these public and accessible bathing grounds, arrange for the cheap transportation of intending bathers to the North Shore of Stonecutters' Island or some other convenient place for bathing?

A.—While the Government will regard the loss of these bathing facilities with regret, it is not possible to allow them to stand in the way of commercial development, so that it must be anticipated that the bathing places to which the Hon. Member refers will cease to be available at no very distant date. It is considered that the provision of transport to other bathing places is one which can be dealt with adequately by private enterprise and should therefore be left to it.

RAILWAY ACCOUNTS.

Q.—If the Kowloon-Canton Railway (British Section) is in time to be linked up with the trunk lines of China and when such takes place, questions of rates and allowances are likely to be complicated ones based on both cost of construction, maintenance and running costs, and whereas all the railways in China are and have been for some time worked under a very efficient and standardized form of accounts, will the Government take immediate steps to place the Colony's Railway accounts on a similar basis so that our officials may be in a position to discuss questions of rates on a common basis?

A.—The system of accounting employed does not, so far as this Government is aware, differ materially from the system employed in China. But the Government will be glad to consider any suggestions for the alteration of its system which the Hon. Member may care to put forward.

THE COLONY'S INTEREST ON INVESTMENTS.

Q.—Is the Colony's interest on investments in British War Loan and Colonial Government Stocks received free of Income Tax? If not, why not?

A.—The answer to the first part of the question is in the affirmative.

FINANCIAL MINUTES.

At the conclusion of the Council Meeting, a meeting of the Finance Committee was held, the Colonial Secretary presiding.

Q.—The Governor recommended the Council to vote a sum of \$7,540 in aid of the vote Education Department, Other Charges, Capitalization Grants.

Q.—The Governor recommended the Council to vote a sum of \$35,000 in aid of the vote Public Works, Recurrent, Hongkong, Miscellaneous, (17) Typhoon and Rainstorm Damages.

Q.—The Governor recommended the Council to vote a sum of \$30,000 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, (16) Roads, (4) Shaikwan, Widening existing road between North Point and Quarry Point.

DREDGING FORESHORES.

The Governor recommended the Council to vote a sum of \$1,500 in aid of the vote Public Works, Recurrent, Hongkong, Miscellaneous, (16) Dredging Foreshores.

LUGARD ROAD EXTENSIONS.

The Governor recommended the Council to vote a sum of \$5,000 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, (16) Roads, (c) Lugard Road Extensions.

MISCELLANEOUS SERVICES.

The Governor recommended the Council to vote a sum of \$107,344 in aid of the following votes:

Miscellaneous Services:—	
Language Study Allowances	\$1,670.00
Government Buildings:—	
Electric fans and light	2,940.00
Lifts, maintenance	760.00
Printing and binding:—	
Civil Service list	54.00
Miscellaneous papers	30,000.00
Ordinances, regulations and reports	4,500.00
Stationery	11,000.00
Transport of Government servants	54,000.00
Charitable services, Charitable allowances	2,400.00
Total	\$107,344.00

The above votes were agreed to.

Statistics issued by the General Confederation of French Vineyard Proprietors estimate that the quantity of wine from this year's crop will be between 90 and 100 million gallons below last year's, thus belying the earlier forecast of a record harvest.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA STRAITS & CALCUTTA	"YUENSANG"	Fri., 19th Nov., 3 p.m.
HAIPHONG via HOIHOW	"FOOKSANG"	Tues., 23rd Nov., 3 p.m.
SHANGHAI	"LOKSANG"	Wed., 24th Nov., 10 a.m.
MANILA STRAITS & CALCUTTA	"HOPSANG"	Thurs., 25th Nov., 11 a.m.
	"NAMSANG"	Fri., 26th Nov., 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

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TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Choochoo.

CALCUTTA LINE.

s.s. "FOOKSANG" will be despatched on or about Nov. 23rd, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

s.s. "NAMSANG" will be despatched on or about Nov. 26th, for SINGAPORE, PENANG and CALCUTTA.

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Vessel

"GLENHANE" (From New York via Panama) 27th Nov.

HOMEWARDS.

Vessel

"GLENHANE" about 28th Nov. GLENHANE, LONDON, ANTWERP & ROTTERDAM.

"GLENHANE" 10th Dec. GLENHANE, LONDON & ROTTERDAM.

Movements are subject to change without notice.

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And, under the Company's management —

Twenty steamers of about 9,100 tons deadweight each.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

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LONDON & ROTTERDAM ... "BLOEMFONTEIN" ... 28th Nov.

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THE BANK LINE, LTD.
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION**

For	Steamer	To Sail
SHANGHAI & TIENTSIN	"TEAN"	On 10th Nov. 4 P.M.
SHANGHAI, CHIOO & TIENTSIN	"KUEICHOW"	On 11th Nov. 4 P.M.
LOILO	"YUNNAN"	On 22nd Nov. 4 P.M.
SWATOW and BANGKOK	"LUCHOW"	On 23rd Nov. 10 A.M.
AMOI, SHANGHAI & FUKOW	"SHANTUNG"	On 23rd Nov. 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 24th Nov. 11 A.M.
SHANGHAI	"KINKIANG"	On 25th Nov. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
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AND RETURN

(Occupying 9 to 10 Days).

"HAILONG"	—	Capt. J. S. Thomson	FRIDAY, 19th Nov., at 12 Noon.
"HAICHING"	—	Capt. A. E. Stewart	TUESDAY, 22nd Nov., at 12 Noon.
"HAICHONG"	—	Capt. W. C. Passmore	FRIDAY, 25th Nov., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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S.S. WEST HIKI	Due to Arrive	Due to Sail
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S.S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	28th Nov.	Marcello, London & Antwerp
"SOMALI"	8,712	10th Dec.	do
"DUNERA"	5,400	18th Dec.	Singapore Colombo & Bombay.
"DEVANHA"	5,100	17th Dec.	Marcello, London & Antwerp
"SICILIA"	6,708	21st Dec.	do
"PLASSY"	7,245	21st Jan. 1921	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" | 7,000 | 28th Nov. Noon | Calcutta via Spore, Pang & R.

EASTERN & AUSTRALIAN SAILINGS (South)

"KAWOWNA"	7,600	1st Dec.	Sandakan, Thursday Island,
"ST. ALBANS"	4,500	22nd Dec.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DEVANHA"	8,000	18th Nov.	Shanghai & Japan.
"DUNERA"	5,400	30th Nov.	Shanghai Only
"ST. ALBANS"	4,500	4th Dec.	Japan direct.
"SICILIA"	6,700	5th Dec.	Shanghai & Japan.

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Parrels Measuring not more than 24 in. x 24 in. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GOSWAMI & DODDAR, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

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Taking Passengers.

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"AFRICA MARU" ... Wednesday, 25th Nov.

"ALABAMA MARU" ... Saturday, 11th Dec.

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NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

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"AMUR MARU" ... 27th Jan. 1921.

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"SUMATRA MARU" ... Beginning of Dec.

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KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-

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TAKAO via SWATOW & AMOI.

"BOSHU MARU" ... Saturday, 10th Nov.

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Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
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SIBERIA MARU	20,000	Dec. 31st
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THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
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KIYO MARU	17,300	Jan. 10th, 1921.

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[33]

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SHANGHAI, KORE & YOKOHAMA	"AMAZONE" ... 0.00 "ANDRE LEBON" ... 22.00	On or about 29th Nov On or about 13th Dec
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUZ, PORT SAID	"CORDILLERE"	On or about 27th Nov

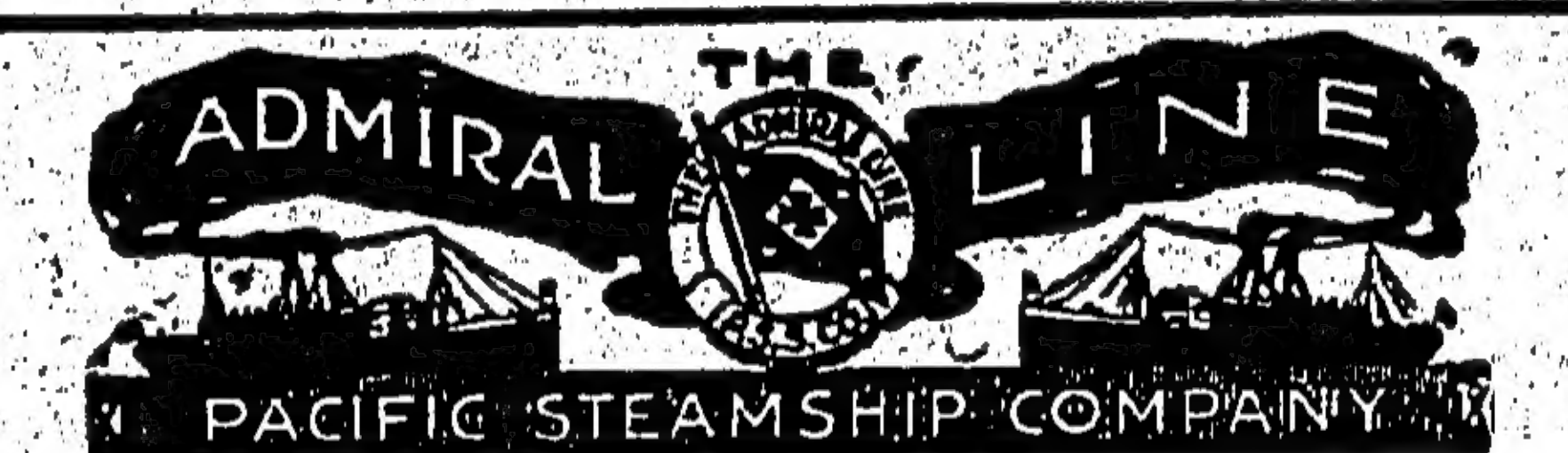
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